

1967-2

YUKON RIVER FLOTILLA

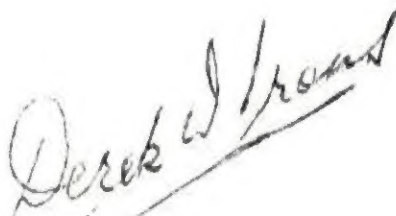
Box 1967,
Whitehorse,
Yukon,
Canada.

It is obvious, from the interest shown prior to August and from the queries received since the Flotilla's trip, that some sort of resume should be sent to all interested parties to explain the organisation and working of the Yukon Flotilla.

I have endeavoured to cover the salient points for the general reader, but I have purposely omitted the majority of detail because it is not applicable to other parts of the country. I should also like to point out that the names of countless individuals have been left out, not because their contribution was too small or not appreciated, but because the report is intended as a general picture and would grow beyond bounds if every name were listed. Where names have been included it is because the use of a name was indicated because of the need for a term of reference or because of an extreme contribution.

There will, in all probability, be groups or individuals who would like to know more about the Yukon River, or who would like advice or some assistance in planning their own trip - alone, in a group or with the aid and services of a guide or outfitter. With this in mind, it has been decided that the Yukon Flotilla will retain the same mailing address for a further year. Any letters received will be answered as fully as is possible, and in the event that further action is necessary the letters will be passed to the appropriate persons or organisations.

I would like to say that I found the Flotilla a most interesting project, and I thoroughly enjoyed running it. There were periods of great frustration and times when I privately felt that the trip would not be made after all, but the frustration passed and the trip took place and looking back on it I would not have missed the planning or the journey for anything. To those who took part, it was nice meeting you and I hope that we will meet again some day - perhaps on the Tanana or the McKenzie. To those who assisted in any way, thank you for your help - we could not have done it without you. To all of you, all the very best in the future, and I hope that you will look back on the Canadian Centennial of Confederation and the Alaskan Centennial of the Purchase with pleasure and with pleasant memories.



Derek W. Irons

(Chairman of the Flotilla)

YUKON RIVER FLOTILLA

The Yukon River Flotilla, the brain-child of Mr. John Roach, was a Centennial project sponsored by the Yukon Fish and Game Association. It was originally intended to start at Bennett and go through to Eagle, Alaska, but it was decided by the newly formed Flotilla Committee that the logistics of starting at Bennett would be too great, and it was subsequently suggested by the A/67 authorities that termination at Dawson City would enable more participants to take part in other Alaskan Purchase Centennial events. Briefs were, therefore called for from the Committee based on the trip from Whitehorse to Dawson City, which was the journey decided on as most in keeping with the intent of the venture.

Briefs were submitted by Mr. John Roach, then Chairman of the Flotilla, and Mr. Alan Innes-Taylor, the Technical Advisor. While both briefs approached the problem from a different view point, (Mr. Roach from the point of Administration and Mr. Innes-Taylor from the Technical and Safety aspect), the briefs were very comprehensive and served as a sound base on which to build the necessary details.

Basic breakdown of the Flotilla can be covered by, Publicity, Technical Planning, Registration of Participants, Advance Party, Flotilla Departure, The Trip and Arrival at Dawson and Dispersal of Participants. It was necessary of course, to deal with all these different aspects at all times, and it was nothing so simple as a matter of completing one aspect and then moving on to the next. However, for this report, the items will be elaborated on in the sequence given above.

PUBLICITY

Initially, a news release was made to the various news media and this was followed by further releases as items of interest came up. Simultaneously a brochure was prepared and printed, and the initial 20 thousand were ready for distribution in January, 1967. A quantity was given to the Department of Travel and Publicity for inclusion in their tourism kits and a number were distributed through members of the Yukon Fish and Game Association and other interested parties. At a later time, the resources of the Alaska Travel Division and A/67 were also used, and eventually, a total of 100 thousand brochures were distributed, eliciting responses from nearly every State and Province, including Hawaii. Further publicity was obtained through travel and sports editors across Canada and the States, and many newspapers ran articles on the Flotilla which further added to the cover obtained. In this respect it is appropriate to mention that some difficulty was experienced in obtaining the addresses of suitable publications and the Flotilla approached the publicity firm of James Lovick Ltd., Vancouver, who supplied a most comprehensive listing at no charge to the Flotilla.

A representative of the Flotilla attended the Juneau Trades Fair, where a booth was made available through the generosity of the Alaska Travel Service, and great advantage was taken of the co-operation of the Canadian Broadcasting Association who gave the Flotilla a monthly slot and at the same time cut and aired countless short tapes both locally and Trans-Canada.

PUBLICITY (Cont'd)

A Flotilla Log Book and Flotilla Pennants were obtained during the summer months but these were more mementoes than publicity items. It is felt that many more avenues could have been utilised, but time had to be apportioned to cover all aspects of the Flotilla and a shortage of personnel was a constant and recurring problem.

TECHNICAL PLANNING

This was almost exclusively the domain of Mr. Alan Innes-Taylor who prepared standards for participating boats, following the Department of Transport regulations but with particular attention to requirements for the Yukon River, based on experience, selected camp sites for the over night camps and answered the myriad problems that could only be solved by someone with a thorough knowledge of the river. It was a severe blow to the Flotilla when it became necessary for Mr. Innes-Taylor to withdraw from the Flotilla, but his position was filled most ably by the addition of Sgt R. Fendrick, R.C.M.P., and Bill Hall of the Royal Life Saving Society and the St. John's Ambulance and at a later time by the further addition of S/Sgt W. Henderson, R.C.M.P. These three, between them, handled safety inspections of all boats, and all safety arrangements during the trip, as well as giving advice and making suggestions on river safety during the planning stages. Flotilla safety between Whitehorse and Dawson City was the charge of Bill Hall, who supplied safety numbers - which were deposited each night to allow for checking boats in, made spot safety checks of boats on the river, handled many first aid calls and generally kept an eye on participants. Two R.C.M.P. boats were sent with the Flotilla by the Whitehorse Sub Division, the group comprising four officers under the command of S/Sgt W. Henderson who also commanded one of the boats. The other was under the command of Cpl C. Alexander, and the remaining R.C.M.P. Officers were Cst F. Dunn and Cst L. Day. The Yukon Forest Service was asked to participate in the advance party but other commitments made it impossible to spare a representative at that time. Ranger F. Stretch accompanied the Flotilla, however, and was of great assistance.

Among other advance arrangements were depositing two drums of gas at Lower LeBarge; procuring a chain saw; printing signs for toilets, camp sites, administrator, commodore and refuel points - which was done by Cpl B. Fee, R.C.A.F., who accepted the arduous chore of arranging the many small details necessary for the successful completion of the Flotilla, checking on, and making plans for camp-sites at Carmacks - which was ably handled for the Flotilla by Ranger K. Guttman of the Yukon Forest Service - and at Dawson City where the assistance of many people, too numerous to mention, was co-ordinated at very short notice by Mr. Munroe.

REGISTRATION

This one word actually concealed a very complex organization to respond to initial enquiries, register and keep track of participants and distribute travel and Flotilla releases. The position of Registrar was taken by Mr. J. Keating, who was also Vice Chairman of the Flotilla and who should be congratulated on an exceedingly difficult job well done. The registration of participants, which included allocation of a registration number indicative of the vessel type, worked out very well, and the fore-thought in the allocation of a number served well when it came to the safety measures mentioned previously, since the same number was utilized. The records kept also served to indicate the despatch of different releases and as a ready-made "participant's address book".

ADVANCE PARTY

It was intended that this party should precede the main Flotilla by two or three weeks and be led by Mr. Innes-Taylor. However, due to Mr. Innes-Taylor's departure, it was necessary to find another River Master and the Flotilla was fortunate enough to secure the services of Mr. G.I. Cameron. For the bulk of the Advance Party members, however, the Flotilla once more took advantage of the R.C.A.F. facilities and of the 8 members of the party, 6 were members of the R.C.A.F. Ground Search Team without whose assistance the preparation of the camp grounds would have presented very serious difficulties if, indeed, the job could have been completed at all. The party also included Dr. R. Sprenger, Mr. D. Sprenger, Mr. M. Evans and S/Sgt W. Henderson, though the last three were unable to go further than Carmacks. On the advance party, the group checked the suggested camp sites (changing those that seemed unsuitable for any reason), dug garbage and latrine pits, erected Johnson bars, cut a central fire-wood pile and erected signs. It was also possible to obtain valuable information regarding river conditions and possible hazards at a date close to the departure of the Flotilla.

FLOTILLA DEPARTURE

This title is used to cover the period from the beginning of June until departure. At the start of July an office was rented in the Old MacBride Museum from the Yukon Historical Society and an office staff was hired on a semi-fulltime basis. (Mrs. L. Keating worked mornings and Mr. J. Irons worked afternoons.) Between them they handled all correspondence and answered uncounted queries both regarding the Flotilla and regarding tourism in general. The location of the office proved ideal, and the free coffee supplied, courtesy of Northern Commercial Company, added a touch which many visitors found most refreshing. The addition of the office and a staff to the organization of the Flotilla did much to relieve the strain that was felt by the Flotilla executive members and left them free to attend to more pressing details than the daily run-of-the-mill items that had, previously, taken so much time.

Local arrangements in Whitehorse were co-ordinated by Miss Lesley Kynman, who organized a staff for the office for week-ends and evenings, located suitable parking areas for vehicles - both for prior to departure and for during the Flotilla - organized drivers vehicles to Dawson during the Flotilla, selected and arranged preparation of a launching site, and acted as liaison with the different organizations in Whitehorse that were concerned with the Flotilla.

Mrs. Nora Corbett acted as entertainments chairman for the pre-departure period and on behalf of the Flotilla arranged the July 1st celebrations and, also on behalf of the Flotilla but at the request of the Centennial Co-Ordinator and the Territorial Government, arranged for the Flotilla supper on August 5th. The supper served as a means of bringing the Flotilla members together, and was also an opportunity for the Safety Officer to make a few points. Dr. Sprenger was good enough to give a slide show on the river which was of great interest to all.

FLOTILLA DEPARTURE (Cont'd)

The Yukon Voyageurs Canoe Club and the Yukon Fish and Game Association scheduled the annual Canoe Regatta and Barbeque to be held on the day prior to the Flotilla's departure, and these events were of great interest to the Flotilla members. The services of Mr. Hoy Cameron were obtained as Master of Ceremonies at the Flotilla supper and at the Barbeque. These events were centred around the visiting party from H.M.C.S. Yukon.

The departure of the Flotilla from Whitehorse was set for 6 A.M. so as to avoid the winds expected later in the day on Lake LeBarge, though this hope was to prove doomed. Many people took advantage of the open area in the Old Shipyard to set up camp, and most Flotilla members spent the last night there, in any case. The departure was directed by the Safety Officer, and went very smoothly with the power boats going ahead to avoid "running down" onto the unpowered vessels such as canoes. The departure arrangements were a jointly arranged venture with different parts being handled by different people as the need became apparent. The C.B.C. was in attendance and broadcast trans-Canada as the boats left, and the Commissioner of the Yukon Territory headed a long list of dignitaries which included Mr. Herb Adams, the Centennial Director for A/67. Once more, Mr. Hoy Cameron acted as Master of Ceremonies.

There were no serious problems and all boats got underway, presenting a very colourful spectacle with a vast array of flags, representing countries, States and Provinces, flying from every boat.

THE TRIP

Arrival at Upper LeBarge was very loose and spread out, and due to a variety of causes - stopping for lunch, fishing, taking it easy, or just tiredness - the last arrivals were not at Upper LeBarge until 2 P.M. Smaller vessels had been sent ahead where possible, but the last boats in were small vessels, and though the lake was flat and smooth for the first third, by the time Richthofen Island was raised the weather had deteriorated and conditions were far from ideal. The larger boats were towing the canoes in an effort to get them over the lake as soon as possible, but this made conditions far from good for the larger boats which would, otherwise, have been quite happy. Every vessel made Lower LeBarge, however, except for one vessel - a Folboat kayak-which declined assistance and elected to remain on Richthofen Island for the night. The next day, however, conditions had worsened and there was every prospect of the weather staying bad for some time and the R.C.M.P. therefore returned to the island and brought the Folboat and occupants down to the foot of the lake.

THE TRIP (Cont'd)

Following departure of the majority of boats next morning, Ranger F. Strech discovered six fires that were not out. These were thoroughly doused, and a careful search did not reveal any more fires left burning, but at Big Salmon that night the Ranger ruled that there would be no open fires - both because of those left burning and because of a very high wind which was blowing. This caused a certain amount of hardship, and even hard feelings, but co-operation among the Flotilla members enabled everyone to cook a meal, and it was not necessary to rule out fires again at any time during the trip. At Carmacks, an excellent camp ground, many people elected to eat at the hotel and many more took advantage of the other amenities offered by the Hotel. The next stretch of river contained "Five Finger" and "Rink" Rapids, and though the Rink Rapids offered no serious problem, a pre-departure briefing was held by the Safety Officer, Ranger Strech and Cpl H. Lamb, R.C.M.P., to acquaint everyone with the correct way to tackle Five Fingers and the safe path for Rink Rapids. The passage of canoes through Five Finger Rapids was advised against due to the hazard, and arrangements had been made for canoes, excess freight and those persons wishing to, to be taken below Five Fingers by truck. By dint of co-operation between the R.C.M.P. - utilising 3 boats - the Yukon Forest Service - using 2 boats and the Flotilla Safety Officer, everyone went through the Rapids without any problem at all, and in fact the Rapids were at the absolute optimum height for a safe passage. It was obvious, afterwards, that canoes could have made the passage in safety, but this was hind-sight and everyone agreed that it was better to have taken what turned out to be extra precautions than to have had an accident. It should be mentioned that one canoe did make the passage and this was crewed by Jon Sallstrom and Kevin Kearney who had been completely without canoe experience one week prior to the departure of the Flotilla. They practiced constantly under the tutelage of Cpl W. Hall and were, in the end, the only canoe to go the whole trip completely under paddle and without any assistance. It was due to their efforts up to Carmacks - including passage of Lake LeBarge by paddle - that they were permitted to go through Five Fingers, and they had no trouble at all.

Rink Rapids were no problem, as had been forecast, and after a brief re-fuel stop at Minto the Flotilla reached the Yukon Crossing camp site. This was located about 4 miles below Yukon Crossing to take advantage of better ground and a smaller population of black flies, mosquitoes and no-seeums. This was the site of the first spontaneous camp-fire, and with everyone in fine singing voice, was a most enjoyable evening - made even more enjoyable by the early stop. At Selkirk, the next night, the Flotilla was welcomed by the population of Pelly Crossing who had travelled en-masse back to Selkirk - their old home site. They had prepared a wonderful beef stew followed by rhubarb and custard and coffee - a welcome change from meals cooked after arrival and over small fires. Also in attendance at Selkirk was a large number of Whitehorse residents representing the Canadian Legion and several old inhabitants of Selkirk. A dedication service held following supper, in honour of the Yukon Field Force which had their headquarters at Selkirk during the gold rush, and then the swollen population returned to the fire for another sing-song. It was unfortunate that this had to be the scene of a small boy becoming ill, but a plane was soon on the river, and the boy was evacuated to Whitehorse for hospitalization.

THE TRIP (Cont'd)

Breakfast was also prepared by the Pelly residents - bacon, sausages and hot cakes - and it was, therefore, unnecessary for anyone to cook while in Selkirk.

Brittania Creek, the scheduled stop for that night, had proved unsuitable and another site had been selected 10 miles below Brittania Creek - about 4 miles up stream from Coffee Creek. Kirkman Creek was also avoided, though this time in deference to the relayed wishes of Mr. Meloy who resides there. The Flotilla was informed that he would prefer not to have such an influx of people and it was felt that his feelings should be respected. The camp that night was, therefore, at Thistle Creek. The next days run was through, probably, the worst stretch of river encountered, being full of dead end channels, sand and gravel bars and sometimes even rocks. However, the welcome at Stewart River made the journey worth while, and everyone made a rush for the store to stock up on small items that were starting to run short. Probably the most popular item was a luxury, however, some cases of soft drinks that Rudy Burien had stocked 'just in case'. They sold out in short order. Also very popular were what fresh vegetables Mrs. Burien could spare. There is some doubt whether she actually sold any vegetables for she would say, "I don't think I can spare any more - well you take these", and with her customary hospitality would refuse payment.

Stewart was the scene of the only other serious accident, once more involving a small boy, but again air transportation was soon at hand and the boy was evacuated to hospital. The next night was supposed to be spent at Ogilvie, at the mouth of the 60 Mile River, but for the sake of programming on the final day it was put to the Flotilla members that they might prefer to go on further than Ogilvie and thus have a short day for the last day. The change was agreed upon and ninth night was spent opposite Jim Creek, about 3 miles below Indian River.

Departure the next morning was staggered, with the unpowered and small boats going first so as to allow for a rendezvous at Loggers Slough, 2 miles above Dawson City.

The rendezvous was effected and the Flotilla departed from Loggers Slough at about 12:30 P.M. in an established sequence with the Commodore, Yukon Bud Fisher, leading.

ARRIVAL AT DAWSON CITY AND DISPERSAL OF PARTICIPANTS

The Flotilla arrived at Dawson City at just about 1 P.M. and was greeted by crowds, waved flags, motor horns, whistles and every other form of welcome that can be imagined. Arrangements had been made for a camp ground for the Flotilla in the old Hospital area, and toilets and tap water had been installed. To get Flotilla members to the camp ground, an array of trucks and other vehicles had been assembled and each boat in turn was cleared out and the occupants with their gear over to the camp site in short order. Another welcome surprise greeted the travellers at the camp ground. The Kiwanis had erected a barbeque and Mooseburgers were being served.

ARRIVAL AT DAWSON CITY AND DISPERSAL OF PARTICIPANTS (Cont'd)

Those people that had expressed such a desire, and had made arrangements prior to departure, were able to pick up their keys and vehicles in Dawson, and so there was no shortage of transport. Other people returned to Whitehorse to collect their vehicles and drove back to Dawson to pick up their boats. Yet others had their boats freighted back to Whitehorse and travelled back by public transport. It should be mentioned that the White Pass & Yukon Route went out of their way to make loose arrangements for the Flotilla so that while they were ready, and prepared, to carry any and all boats and equipment the Flotilla was not committed in any way.

Despite the people absent, either because of tight schedules or collecting vehicles, there were ample people left to take part in the Discovery Day parade, in which the Flotilla entered a float. Over the next few days the remainder of the Flotilla members went their various ways, by road and air, and several parties even carried on further down the river.

Before any conclusions are drawn, there are several points that were touched on but briefly prior to this, and that need not be elaborated.

The Commodore of the Flotilla, Yukon Bud Fisher, was left in a figure-head position so that he was free to mix with all the participants - but he was, never-the-less, a valuable addition to the Flotilla because of his knowledge of the river and of boats in general. It should be mentioned that the initial funds for the Flotilla were limited to \$100.00 which was loaned to the Flotilla by Yukon Bud as a personal loan. This sum has now been repayed, but without it the Flotilla would have had to survive the first few months without any funds whatsoever.

An invitation was sent to H.M.C.S. "Yukon" to send a crew to take part in the Flotilla, but due to the ship's programme this was not possible. However, through the co-operation of the Commanding Officer, Commander S.I. Ker, R.C.N., a party of five was sent to Whitehorse in July and travelled over the White Pass and Yukon Route to Skagway where they proceeded to walk over the Chilkoot Pass to Bennett. They picked up two canoes there and paddled through the lakes and down the river to Whitehorse, arriving on Saturday, August 5.

The party, C.P.O. 'Gerry' Gallaher, C.P.O. 'Bob' Hinds, P.O. 'Duke' Apeldoorn, L Smn 'Blair' Kilby and L Smn 'Nick' Nicholls, attended the Flotilla supper and the barbeque, and at the latter event they presented a scroll and a plaque, together with a coloured photograph of the "Yukon" and several other photographs, to various dignitaries. The party, in turn, was presented with an inscribed paddle to mark their journey and in recognition of the fact that their participation enabled the Flotilla as a whole to cover the whole of the Trail of '98. It was with regret that the Flotilla bade the "Yukon" party goodbye, and everyone hoped, until the last moment, that they would be able to travel to Dawson City after all. Another group, worthy of note and mention, was a party of Boy Scouts from Juneau, Alaska, under the leadership of Mr. George Benesch and Mr. Vern Brookes. These boys also walked over the Chilkoot Pass and after travelling to Whitehorse from Bennett by train, took to the river in canoes for the trip to Dawson with the Flotilla. These boys were energetic and resourceful, and polite in the extreme. They were very good companions on a trip such as this, and the Flotilla feels that Juneau should be proud of these representatives who made such an excellent showing.

OBSERVATIONS

Among the points that were noted during the Flotilla and which should be borne in mind in any future venture of this type, was the incompatibility of canoes and powered boats. While they did not interfere with each other, and there was only one report of thoughtless behaviour, it was observed that a days journey suitable to powered boats was rather too long for the unpowered craft. To cut down the length of each days journey to suit the unpowered boats would necessitate too long a period for the whole trip and would, probably, make the journey tedious to the powered vessels. It seems, therefore, that the whole thing should be split with a different schedule for each of the two types. The two groups could rendezvous at some point for the completion, wherever that were at, and for a joint camp-fire and sing-song if it is desired.

The co-operation of the various Government Departments, Military Units, Service Clubs, private businesses and individuals was a vital element in any success enjoyed by the Flotilla. Two instances will illustrate the point. The advice and assistance afforded by the R.C.M.P. to the Flotilla, both before and during the journey, went far beyond that expected purely as a part of their normal duties. Many comments were heard, from the participants, regarding the pleasant attitude and manner of the R.C.M.P. members who were on the river with the Flotilla, and the Executive consider themselves fortunate in the personnel selected to take part.

Three instances of medical evacuation occurred, and a vital factor in these evacuations was the presence of the Yukon Forestry Service radio equipment, by means of which contact was maintained with Whitehorse, Carmacks and Dawson City and points in between. For the equipment necessary to maintain intercommunication within the Flotilla thanks are due to Northwest Expediting and Communications Ltd., who loaned equipment without charge and on very short notice.

CONCLUSIONS

The Flotilla was planned and executed as a Centennial project of the Yukon Fish and Game Association, and as such it was an undoubted success. It was also the basis for an uncalculatable amount of publicity for the Yukon and Alaska, and promises to continue to work to this end for some considerable time to come. The 'word of mouth' publicity will doubtless inspire interest in everyone who meets a Flotilla member, and written reports and articles will spread this word even further. It is understood that one member of the Flotilla plans to write a book based on the Flotilla and it is hoped that due notice will be given when this book is published.

There has been a great deal of talk about future Flotillas, and this may be a possibility. It should be borne in mind at this time, however, that firstly, the Flotilla was in the nature of an adventure and a repetition too soon would destroy this adventure aspect. Even more important, though, is the fact that there are people whose living depends, in a lesser or greater amount, on the custom of persons travelling the river. These travellers require advice, guidance, assistance with outfitting - all the things that the Flotilla did, though perhaps in varying degrees. The Flotilla cut into these private outfitters but they will doubtless make recompense in future years from the publicity caused by the Flotilla.

CONCLUSIONS (Cont'd)

It can hardly be considered suitable that this future gain should be cut back by running the Flotilla in the near future. A suggestion was made during the Flotilla that perhaps Alaska should run a Flotilla on one of their rivers in two or three years time. It is not impossible that the Northwest Territories might run one after a further two or three years, and then a return to the Yukon would be in order. The earliest that the Yukon Flotilla should be run again is 1973 - six years time and the 75th anniversary of the Trail of '98.

In closing, I would like to add a personal note, and express my thanks to all those who assisted with the Flotilla, and in particular to my wife, Irene, and my family who kept books, sorted mail, folded releases, proof read sheets, and did all the uncounted things that have no cost, but which make a success of a venture.

YUKON RIVER FLOTILLA

August 7th - 16th 1967.

LIST OF PARTICIPANTS

<u>Registration Number</u>	<u>Name</u>	<u>Address</u>	<u>Type of craft</u>	<u>Number in Crew</u>		
				<u>A.</u>	<u>C.</u>	<u>D.</u>
B 2	Mr Lester Linehan Mrs Carolyn Linehan	P.O.Box 108 Juneau, Alaska.	R. raft	2		
M 4	Dr. Geo. N. Wagnon Mrs. Wagnon Susan Wagnon (7)	Box 477, Mt. Edgecumbe, Alaska	(Fold-boat) Kayak	2	1	
E 6	Mrs E. Post Dekker Mr Dirk Dekker	Rt 1, Box 377B Olympia, Washington, U.S.	Outboard	2		
H 9	Mr John Schulz Mrs Lea Schulz Daniel Schulz (16) Megan Schulz (11)	Delta Junction, Alaska	Riverboat	2	2	2
B 11	Miss Charlotte Gilbertson Mr. Edward Lonchick	15 East 55 Street, New York, N.Y., U.S. Anchorage, Alaska	Canoe	2		
C 12	Mr R. E. Parker Mrs R. E. Parker	506 Bolin Drive, Toppenish, Washington, U.S.	Canoe (p)	2		1
H 14	Mr. H. R. Shintaffer	610 Bolin Drive Toppenish, Washington, U.S.				
M 15	Dr. R. A. Sprenger Douglas Sprenger (14) Lyle Henderson (10)	Box 87, Whitehorse, Y.T.	Riverboat	1	2	
H 16	Mr Neel Corbett Mrs Nora Corbett Laurie Pierce (15)	P.O.Box 984, Whitehorse, Y.T. Fort William, Ontario.	Riverboat	2	1	2
B 18	Mr Harvey L.R. Smith Miss Lynda Bourne	c/o Ford Philco, Delta Junction, Alaska, U.S. c/o Apt 507 884 Bute Street, Vancouver 5, B.C.	Canoe	2		
B 19	Dr Clifford Lobaugh Mrs Sharon Lobaugh Timber Lobaugh (4) Nita Marklund (14)	Star Rt 1, Box 536 Juneau, Alaska U.S.	Canoe (p)	2	2	
H 20	Mr John J. Manley Mr Owen Biffe Mr Dave Ames Miss Lorraine Peters Mr Fred Waldhaus	P.O. Box 1423 Sheridan, Wyoming U.S.	Riverboat	5		
E 21	Mr A. (Dutch) Veinott Ricky Veinott (9) Mr Andre Gibeault	P.O. Box 2687 Whitehorse, Y.T.	Outboard runabout	2	1	
B 23	Mr Roger Barber Mrs DeElda Barber	1258 Fleming, Muskegon, Michigan, U.S.	Canoe	2		
E 25	Mr Richard Shaw Mr Robert Shaw	2755 West Avenue, Newfane, New York, U.S.	Outboard runabout	2		

YUKON RIVER FLOTILLA

- 2 -

<u>Registration Number</u>	<u>Name</u>	<u>Address</u>	<u>Type of Craft</u>	<u>Number in Crew</u>		
				<u>A.</u>	<u>C.</u>	<u>D.</u>
B 26	Mr Duane Erwin Mrs Sherry Erwin	2208 Eureka Drive, #11, Anchorage, Alaska, U.S.	Canoe (p)	2		
B 27	Mr Les Andrews Mrs Ruth Andrews Mr Lyle Andrews	Box 1014, Kodiak, Alaska, U.S.	R. raft	3		
H 28	Mr William Bakewell Mrs. Bernice Bakewell Robert Johnson (12)	15470 Burt Rd., Detroit, Michigan, U.S.	Outboard runabout	2	1	1
B 29	Mr Richard Nelson Mrs Karen Nelson Rita Nelson (7) Kimberley Nelson (6) Katherine Nelson (5)	Star Rt 1, Box 477 Juneau, Alaska, U.S.	Canoe	2	3	1
E 30	Mr Laverne Braun Mrs Ernestine Braun	4705 Cambridge Way, Spenard, Alaska, U.S.	Aluminum Riverboat	2		
E 31	Mr L.A. Fannesbeck Mr Walter Muta	16400 Matilija Drive, Los Gatos, California, U.S.	Outboard skiff	2		
A 32	Mr William Hall Mrs Brenda Hall	P.O. Box 5352, Hillcrest Whitehorse, Y.T., Canada	Outboard skiff	2		
E 33	Mr Ronald Whitehouse Mrs Peggy Whitehouse	P.O. Box 1131, Whitehorse, Y.T.	Outboard runabout	2		1
E 34	Mr Fred Nelson Donald Nelson (11)	C.F.S. Whitehorse, Y.T.	Outboard skiff	1	1	
E 35	Mr Geo. Shaw Mr. Frank Lidstone	Dawson City, Y.T. Canada	Outboard skiff	2		
A 36	Mr Derek W. Irons Mrs Irene V. Irons Jeremy Irons (14) Bruce Irons (13) Nigel Irons (7) Gina Irons (7)	P.O. Box 3016, Whitehorse, Y.T. Canada.	Riverboat	2	4	
H 38	Mr Thomas Lunsford Mrs. Pauline Lunsford Mr Jerry Coxsey Mr Art Ross	Box 261 Anchorage, Alaska, U.S.	Riverboat	4		1
H 40	Mr J.L. Afford Mrs Mary Afford Susan Afford (15) Charles Afford (13) David Afford (11)	P.O.Box 262, Salmon Arm, B.C. Canada	Inboard Cabin Cruiser	2	3	
H 41	Professor Lowell Laudon Genevieve Bancroft Susan Flader	Geology Dept., University of Wisconsin Madison, Wisconsin, U.S.	Inboard Runabout	3		
E 42	Mr Vic Reventlow	P.O. Box 6451 Annex, Anchorage, Alaska, U.S.	Amphicar	1		
E 43	Mr Ed Borrecco Mrs Delores A. Borrecco	602 North Flower Anchorage, Alaska, U.S.	Amphicar	2		

YUKON RIVER FLOTILLA

- 3 -

Regist- ration Number	Name	Address	Type of Craft	Number in Crew		
				A.	C.	D.
E 44	Mr Joe Donchak Mrs Jewell Donchak Chuck Donchak (10) Donald Carlson (13)	c/o Suburban Marine & Sporting Goods, 3662, Seward Highway, Anchorage, Alaska, U.S.	Amphicar	2	2	
E 45	Mrs Harry Eoff Gary Eoff (15) Miss Leotia Wilkerson Mrs Gertrude Flieger	3901 Lois Drive, Spenard, Alaska, U.S.	Outboard runabout	3	1	
B 47	Mr George Benesch Mr Laverne Brooks	Star Rt 1, Box 174, Juneau, Alaska, U.S.				
48	Scouts:					
49	David Benesch Dannie Benesch	Troop 12, Juneau, Alaska, U.S.				
50	Doug Whelan Andy Smoker Mike Gelotte Mike Brooks Gary Stambaugh		Canoes	2	7	
E 51	Mr Joseph Cote Mr Marvin Cleave	P.O. Box 3046, Whitehorse, Y.T.	Outboard skiff	2		
H 52	Mr Orren McMullen Mrs June McMullen Bonnie McMullen Belle McMullen Randy McMullen (11) Starla McMullen (13)	Tamarack, Idaho, U.S.	Inboard Outboard triple hull	4	2	
E 53	"Yukon" Bud Fisher	Whitehorse, Y.T.	Outboard Pram	1		
M 55	Dr. Leonidas Johnston Mr R. O. Covington	Holdenville, Oklahoma, U.S.	Outboard runabout	2		
B 56	Mr William G. Bradley Mrs Bonita Bradley	Portland, Oregon, U.S.	Canoe	2		
H 58	Mr Arnie Philipsen Justice John Parker Mrs. J. Parker Jane Parker (13)	P.O. Box 2792, Whitehorse, Y.T. Canada	Riverboat	3	1	
B 59	Mr Russell L. Holmes Mrs Beverley Holmes Celeste Holmes (14) Garnet Holmes (4)	4139, Four Rod Rd., East Aurora, New York, N.Y., U.S.	Canoe (p)	2	2	
B 60	Mr Jon Sallstrom Kevin Kearney (14)	1818 Coolidge Ave., Altadena, California, U.S. Beachwood, New Jersey, U.S.	Canoe	1	1	
E 62	Mr Jim Thomson Mrs Donna Thomson David Thomson (9) Pat Thomson (7) Pam Thomson (7)	P.O. Box 2362, Terrace, B.C. Canada	Outboard cartopper	2	3	
H 63	Mr David Acason Mr Michael J. McFetrich	Clinton Creek Mine, Dawson City, Y.T. Sunderland, England	Riverboat	2		

YUKON RIVER FLOTILLA

- 4 -

<u>Regist- ration Number</u>	<u>Name</u>	<u>Address</u>	<u>Type of Craft</u>	<u>Number in Crew</u>		
				<u>A.</u>	<u>C.</u>	<u>D.</u>
B 64	Mr John A. Sutphin Mrs. Elizabeth Sutphin Dirk Sutphin (8) Richard Sutphin (6)	3690 Millcreek Rd., Salt Lake City, Utah, U.S.	Canoe	2	2	
B 65	Mr John Katonak Miss Marina Stathatos	Loraine, Ohio 4006 St. Catherines Street West Montreal 6, Quebec, Canada	Canoe	2		
H 66	Mr R. Logan Mr John L. Harris	P.O. Box 3008 Whitehorse, Y.T. Toronto, Ontario, Canada	Riverboat	2		
A 67	Mr Fred Belcher Mr Robert Daniels	(421 Douglas Highway) State Photographer, Juneau, Alaska, U.S.	Amphicar	2		
Total 51	As listed			102	42	9
R.C.M.P.	S/Sgt. W.J. Henderson Cst. F.A. Dunn	Whitehorse, Y.T. Teslin, Y.T.	Freighter Canoe	2		
R.C.M.P.	Cpl. C.B. Alexander Cst. H.L. Day	Haines Junction, Y.T. Whitehorse, Y.T.	Freighter Canoe	2		
Forestry	Mr Fred Stretch Mrs Irma Stretch Hilary Stretch (10) Eric Stretch (7) Bruce Wheeler (8)	Whitehorse, Y.T.	Outboard runabout	2	3	

54 Craft carrying Adults 108)
Children 45) 153 people
Logs 9

54 Craft comprised of:-

- 1 Kayak
- 2 Rubber rafts
- 4 Amphicars
- 4 Inboards
- 15 Outboards
- 10 Riverboats
- 18 Canoes - 6 powered
- 12 unpowered

54

YUKON RIVER FLOTILLA

August 7th - 16th 1967

- 5 -

PARTICIPANTS ORIGIN

UNITED STATES:

Alaska

14 Anchorage
5 Delta Junction
22 Juneau
3 Kodiak
3 Mount Edgecumbe
6 Spenard

California

1 Altadena
2 Los Gatos

Idaho

6 Tamarack

Michigan

2 Muskegan
3 Detroit

New Jersey

1 Beachwood

New York

2 New Fane
5 New York

Ohio

1 Loraine

Oklahoma

2 Holdenville

Oregon

2 Portland

Washington

2 Olympia
4 Toppenish

Wisconsin

3 Madison

Wyoming

5 Sheridan

Utah

4 Salt Lake City

CANADA:

British Columbia

5 Salmon Arm
5 Terrace
1 Vancouver

Ontario

1 Toronto
1 Fort William

Quebec

1 Montreal

Yukon Territory

3 Dawson City
1 Haines Junction
1 Teslin
35 Whitehorse

OVERSEAS:

England

1 Sunderland

98 Total Americans

54 Total Canadians

1 Total Other

Grand Total 153 People

LIST OF REGISTERED NON-PARTICIPANTS

R1	Bishop H. H. Marsh	P.O. Box 547, Whitehorse, Y.T. Canada	HEALTH REASONS
A 3	Mr and Mrs E Gilbert	P.O. Box 25, Whitehorse, Y.T. Canada	LEAVING TERRITORY
B 5	Miss Jean Meine Miss Laura Fremouw	312, N. Country Club Drive, McHenry, Illinois, U.S.A.	HAD TO RETURN TO STATES EARLIER THAN EXPECTED.
B 7	Mr G. Cordes	828, Prospect Avenue, N. Vancouver, B.C. Canada	
B 8	Mr G. Leibing	13778 - 94A Avenue, North Surrey, B.C. Canada	
M 10	Dr R. E. Harrell	620 East 14th Avenue, Anchorage, Alaska, U.S.A.	
B 17	Mr E. Parker	1733 Bear Creek Rd, Bend, Oregon 99701	SICKNESS
H 22	Mr James H. Cassady	216 Slater St, Fairbanks, Alaska, U.S.A.	DIED JUL 1/67
E 24	Mr Quinton P. Harris	Box 3102, Fairbanks, Alaska, U.S.A.	
E 37	Mr M.A. Evans	P.O. Box 413, Whitehorse, Y.T.	ADVANCE PARTY
H 39	Mr Dick W. Davis	37094 Colby Avenue, Barstow, California, U.S.	HAD TO TURN BACK AT DAWSON CREEK
F 46	Mr Glen Craig	P.O. Box 936, Juneau, Alaska, U.S.A.	UNABLE TO LEAVE BUSIN BUSINESS
E 54	Mr James Smith	P.O. Box 371, Whitehorse, Y.T.	BUSINESS
M 57	Dr Theodore Kurze	1200 North State St. Los Angeles, California, U.S.A.	
B 61	Mr Ed Lister	Box 754, Whitehorse, Y.T. Canada	FIRE IN HOME

13 - - DECISION OF CHAIRMAN TO CANCEL THIS #.

51 Registered participants listed elsewhere.

67. Total Registered.